



THE TOKEN HUNTER

A Publication of the
National Utah Token Society
6143 Rainy Lane, Murray, UT 84107

Vol. 7, No. 8
August, 1988



Dedicated to Collecting, Recording, and Preserving Medals and Tokens

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Next Meeting

S	M	T	W	T	F	S
		1	2	3	4	5
		7	8	9	10	11
		14	15	16	17	18
		21	22	23	24	25
		28	29	30	31	

There will be no raffle at
the Club Picnic - but please
come and have fun anyway.

Next Meeting

The next club meeting will be the annual club picnic held this year on August 25 at 7:15 p.m. at Pavilion # 3, Murray Park. Murray Park is bounded by 4800 South, 5300 South, State Street, and approximately 500 East. There are various entrances. See the map on the back cover for the location of the picnic.

Token Hunter Notes

The editor again solicits you articles, comments, new finds, and the like, for publication in the Token Hunter. As we have noted before, material for publication should reach Bob Campbell's Coin Shop not later than 10 days prior to the meeting date for the month.

This issue contains another installment of the "Davich Papers." Some readers have asked why we are emphasizing Park City so much. The reason is simple: Mr. Davich's heretofore unpublished notes deal only with Park City tokens. Hence, the emphasis. We would love, however, to highlight other areas of the state and other kinds of tokens. Two articles have been included in this issue to do just that. One, submitted by Phil Lavorgna, will be of interest to transportation token collectors. The other couldn't seem to decide if it was about a token or not. You can help liven things up for future issues by submitting to the editor something for publication.

President's Message

Dear NUTS:

If you were one of the unlucky ones who missed last month's meeting you missed a good one. Joe Morrison talked on bottles, how to look for them and what to look for in terms of value. I wanted to go out and start hunting that night. We would like to thank him for coming and we hope to have him again sometime.

This month's meeting will be a picnic at Murray Park. Details are elsewhere in the Token Hunter. I hope everyone comes. Bring your family too! Also, bring your metal detectors along for some hunting in the park. If you have questions, just call a board member. One of us will try to help you.

There have been several club members finding many good tokens and even a couple of old gold pieces. I think there is a report in the newsletter this month on some of the finds. If not, we'll get one in next month. It just goes to show you that the ones who brave the heat and dry ground are being rewarded. This time of year screening at ghost towns seems to be the best method of finding.

Come Hungry To the Picnic,

Bob

P.S. The Town List is coming - Soon!

Bill's Bull

It's hard to believe that its August already! Where has the time gone?

So far, we have had a great year as far as the club is concerned. Things have happened so fast that it is time for our club picnic. As usual, the club will provide the drinks. We're asking members to bring a side dish along with their own meat. We hope you'll set aside the night for the outing. It will be at the Murray Park, Pavilion #3. The map on the back cover shows how to get there.

We're doing very well with our club patch sales. They look great, so if you haven't bought yours yet, get in touch with Bob or me and get one before they're all gone. At \$1.50 each, you can't go wrong and you can help our club grow by wearing one.

As some of you know, a few of us have been doing well at Frisco lately. It's about time!! We've picked up seven tokens, one Indian-head penny, a few bottles, marbles, and a lot of miscellaneous stuff. Now it's time to rest. I'm sure Larry can

attest to that. It was alot of hard, fun work. We had a good time with Bryan, John, and Byron. Hope we can make it back once or twice more before winter.

Well, better stop for now. See you at Murray Park on the 25th, if not before.

Take Care & Find A洛t,

Bill

P.S. Ross, I know you folks have had your baby by now. The question is what and when? Hope all are doing well!

Salt Lake City and Utah Transit Systems, Submitted by Phil Lavorgna

No Comprehensive history has been written concerning the street car lines in Salt Lake City, all of the information included below came from the City Engineer's Office. It was gleaned utilizing maps, ordinances, and letters filed with him. The lines were eventually taken over by the National City Lines and all records were lost or destroyed.

Salt Lake City Railroad Co.	Jan. 26, 1889 and Feb. 11, 1890
Salt Lake Rapid Transit Co.	Feb. 11, 1890 Apr. 22. 1890 May 6, 1890
Salt Lake City Railroad Co.	May 20, 1890
L. C. Hamilton	Jan. 20, 1891
Salt Lake City Railroad Co.	May 5, 1891 Sep. 8, 1891 Nov. 24, 1891 May 5, 1893 May 20, 1893 Jul. 30, 1893 Dec. 22, 1893 Apr. 18, 1894 May 26, 1899 Oct. 8, 1900 Mar. 21, 1900
Pioneer Electric Co.	May 27, 1897
Poperton Place and Fort Douglas Rapid Transit Co.	

C. E. Want Land

Consolidated Railway & Power Co. Nov. 27, 1903

All of the above lines and franchises were taken over on July 1, 1905, for a fifty year period by the Utah Power and Light Railway (Utah Power and Light). UPL was also to furnish arc lighting for the city and power for incandescent home lighting.

Utah Light and Traction converted to Electric buses Sep. 9, 1928, a total of 29 miles. The last street car ran in Salt Lake City in 1945.

Another line that should be considered city and interurban was the Emigration Canyon line constructed by the LDS Church to bring building material in the form of rocks to Salt Lake City from the White and Red Quarry. In 1909 passenger cars were ordered, two motor and two trailer cars, and a lodge was built at Pinecrest. This line was mainly a summer running line. It was dismantled in 1917.

Interurbans

Probably, the most well known interurban was the Bamberger. Bamberger Railroad began in Salt Lake City in January, 1981, with lines completed to Bountiful in 1892, Centerville in 1893 as the Great Sale Lake and Hot Springs Railroads. In 1896 it changed to the Salt Lake & Ogden, building north to Lagoon at Farmington, then to Kaysville in 1903, Layton in 1904, Sunset in 1905, Ogden in 1908, and with electrification added in 1910. It operated a passenger service until Sep. 7, 1952, for a distance of 36 miles and a freight line utilizing diesel locomotives until 1960.

Another interurban closer to this area was the Salt Lake and Utah that was started in Provo on Oct. 29, 1912, with first service on Mar. 23, 1913, using Scoot Hall Gasoline cars. One of the subcontractors was Mrs. W.M. Smith and her daughter. On Oct. 10, 1917, a branch line to Magna was completed. The line turned west at the location of the Redwood Drive-In movie, and ran west through what is now the Valley Fair Mall along the street where the County Library is and through the Granger High grounds. It crossed 3500 South west of 5600 West and then to Magna. There is one car left in DeMarco Brothers Truck lot on Redwood Road and also one on the Fassio Egg Farm. The line ran a total of 66.9 miles from Salt Lake west over Redwood Road, then south to Bluffdale, where it crossed the Jordan River and ran along the east side of Utah Lake through Orem, Provo, Springville, Spanish Fork, and on to Payson. Freight was also moved using Electric Locomotives and Box motors. On Jun. 8, 1946, the entire line was abandoned.

Utah Idaho Central had its start with the Ogden Rapid Transit Company incorporated May 16, 1900. Logan Rapid Transit was incorporated 29 Jan. 1910. Ogden, Logan, & Idaho Railway was

incorporated Oct. 17, 1914. On 1 Jan. 1918, Utah Idaho Central took over 94.7 miles. Ogden City Lines broke away 1 Jan. 1920, with a total of 24 miles.

Ogden Rapid Transit Company was an Eccles Company. Utah Rapid Transit, Inc., began 29 Sep. 1919, but went into receivership 5 Dec. 1936. All rail operations in Ogden were abandoned by 26 Dec. 1935.

Ogden Canyon line was built to serve the Hermitage Resort in 1909. The line was lengthened to Huntsville in 1915. All operations ended 26 Dec. 1935.

Logan Rapid Transit Co. incorporated 29 Jan. 1910. It operated 11.9 miles in Logan and other parts of Cache County. A local line ran from the Oregon Short Line Depot east to the Utah Agricultural College, a little over 2 miles. The Smithfield line was 7.4 miles. In 1914 and 1915 rails were extended south from Logan to Providence and Wellsville 11.5 miles. Lines also went north from Smithfield to Preston Idaho 27 miles.

In 1914 Ogden, Logan & Idaho laid rails north of Ogden City the limits 12.8 miles. Also, lines were built from Ogden to Hot Springs 6.1 miles and a Brigham line was constructed via 2nd St., Harrisville, Hot Springs, and Willard 19.1 miles. Also covered were Harrisville, Plain City, and Warren. A line was projected from Brigham to Providence.

Eccles was interested in a line to Yellowstone by going up Ogden Canyon to Huntsville over the divide to Logan 45 miles, or Brigham, Mantua, Wellsville Canyon 48 miles, or Colliston-Bear River Canyon 64 miles. The decision was made on the Colliston route utilizing the road bed of the abandoned narrow gauge Utah Northern. The line was completed and open for business 27 Oct. 1915 from Ogden to Preston, Idaho. A branch was built to Quinney from Sugarton and on to Thayne by Cache Valley Railroad Co., another Eccles enterprise. In March, 1919, it was consolidated with the UIC and used mainly for freight, but a 2 car school train ran throughout its lifetime. The final abandonment of the UIC occurred in 1947. Freight was hauled throughout the life of the system.

In 1891 Salt Lake, Garfield, & Western incorporated a steam line of the Salt Air Railway. On 31 May 1892 it was changed to the Salt Lake & Los Angeles. By 1893 16.31 miles of track were built along the Salt Lake Base Meridian to the edge of the lake and then out in the water where Salt Air was built. In 1916 the name was changed to Salt Lake, Garfield & Western. An all new electric rolling stock was ordered and purchased of Salt Air and plans were made to build a branch to Garfield. The last electric car operated 16 Aug. 1951. Diesel powered trains to Salt Air were operated until the resort closed. The line was primarily

used for freight run to the Salt Plant and for coal hauling to the UP&L plant. This line is the only remnant of the vast interurban system in the state.

What's New

Can any NUTS members shed light on the use of the object rubbed below (for the sake of convenience, lets refer to it as a "check" in the rest of this article).



reverse similar w/o
incuse number and w/
Spring Canyon, Utah
spelled out completely

thick planchet

Ideas expressed so far include:

1. An "ID" tag worn by a miner with his identifying number stamped on it (seems unlikely given its size and weight).
2. A "tool check" used by a miner as "collateral" when he "checked-out" a drill or a pick from the company workhouse. Before the mines were unionized, miners supplied their own tools. Later, mine owners furnished tools and other supplies, but they had their foremen keep very close track of who was using what and deduct from a miner's pay the value of items not returned. "Exploder" and "Dynamite" tokens, for example, were used to keep track of explosives. They weren't usually personalized with numbers because there was nothing to return or give back once the powder was used. In other words, powder couldn't be "checked-out" in the way a hammer could.
3. A "work check" or "time check" hung on a board by a miner to show he was "on shift" or maybe hung on his ore cart. A foreman could walk by the board and know who was in the mine working or, when a filled cart was pushed out of a mine, he could record the number on the check and give the appropriate miner credit for the work done.

Do any club members have other ideas and/or can someone help pin-down which idea is correct? If so, please inform the editor. Also, we are interested in your views regarding whether the check is a Utah "token" in the loose sense of that term. A couple or

three very knowledgeable Utah token people have said "no" because the check does not have a stated value and/or the magic words "good for" do not appear on it.

The opposing view is that a number of tokens besides the advertising pieces (particularly the canning company tokens) also do not say "good for," but were obviously good for something. Further, the exploder tokens that do say "good for" were used to keep track of things, not as an exchange medium for items in commerce. For example, a miner didn't buy one stick of dynamite for a quarter and get the explosives and a token good for another stick as his change the way he did with his liquid refreshment. It is interesting that token people in a number of other states readily view items such as this check as "tokens." What do the NUTS members have to say? Is a tool check a "token?"

Next Dig

The Last club dig for 1988 will be held Sept. 3-5 at Osiris and Widstoe. If you are interested in attending please John Sroka at 262-8329.

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Reasonable Offer Refused

6th ANNUAL ATCO National Token & Medal Show
OMAHA, NEBRASKA September 3 & 4, 1988

Show Information:
George Hosek
7411 Idledale Ln
Omaha, NE 68112
(402) 455-1905

FREE ADMISSION

Location:
Ramada Inn Airport
Abbott Drive & Locust
Omaha, NE 68110
(402) 455-1905

Davich Papers, Installment VII

NAME:

BATES & MC PHEE:

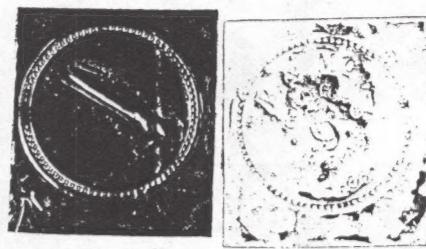
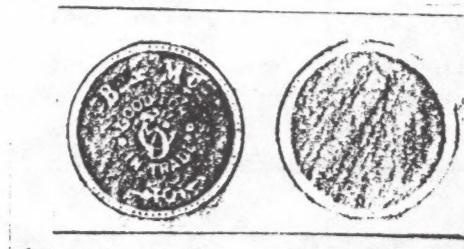
REFERENCE: Park City License Register Book.

Bates & Mc Phee issued a Retail liquor license, on the following dates: Cost per quarter was \$150.00. Issued on:.....9-11-1895...12-11-1895...3-11-1896....6-11-1896.....9-10-1896....12-12-1896...3-1-1897.....6-3-1897....7-11-1897.....10-6-1897.....12-11-1897.....3-12-1898.....

BATES & MC PHEE: issued license for 3 pool tables on 9-11-1895, cost of \$15.00
License for 2 pool tables issued on 12-11-1895....3-11-1896....6-11-1896
License issued for one pool table, on the following dates: 9-10-1896...12-12-1896...
3-11-1897....6-12-1897....9-11-1897

DESCRIPTION: OBVERSE: B & MC, Good for 5 in Trade. A inter-locking & sign, over the 5.
Detailed inscription at the base. Beaded border. Incused on the obverse.

REVERSE: Uniface, 24 MM in size, and of brass metal...beaded border.



NAME: BATES & MC PHEE.....Park City Utah

REFERENCE: Park City Treasurer Book (from June 1892 to June 1899)

BATES & MC PHEE: issued a retail liquor license on the following dates, cost being \$150.00 per quarter. Issued on:.....9-11-1895.....11-11-1895.....
3-11-1896.....6-11-1896.....9-12-1896.....12-12-1896.....3-2-1897.....
6-3-1897.....9-11-1897.....12-11-1897.....4-12-1898.

BATES & MC PHEE: issued one pool table license on 9-11-1897, cost of \$5.00

REFERENCE: Park City City Recorder Book #2 (from 9-5-1888 to February 15, 1898)

BATES & MC PHEE: Issued a retail liquor license on the following dates.
October 2, 1895.....December 28, 1895.....April 1, 1896.....July 1, 1896....
October 1, 1896.....January 6, 1897.....April 7, 1897.....July 7, 1897....
April 6, 1898.

IMPRESSION: I would imagine that Bates & Mc Phee, was burned out in the great fire of June 1898. Further research is necessary on this impression.

REFERENCE: UTAH STATE GAZETTER, listing of Park City Merchants.
Robert Bates, listed as a saloon in Park City Utah for year of 1900.

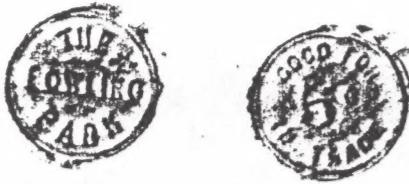
REFERENCE: UTAH STATE GAZETTER, listing of saloons by cities in State of Utah.
ROBERT ~~BATES~~, listed as a saloon for year of 1900

NAME: THE BOWLING PARK Park City Utah

DESCRIPTION of token in collection.

OBVERSE:....THE BOWLING PARK. found un the letter of THE .A --- noted under the wording of BOWLING. S.L. Stamp Co. appears to the right of the token, above the wording of BOWLING. A dashed(/) border is noted.

() REVERSE: GOOD FOR 5¢ IN TRADE. A dashed(/) border is noted. Token is 21MM in size, and of brass metal.



NAME: THE BOWLING PARK.....Park City Utah

REFERENCE: Park City Receipt & License Book(from 1910 to 1923)

Louis Kennedy Bowling Alley....paid license for 1914-1915.

REFERENCE: Park City Receipt & License book(from 1910 to December 1923)

Louis Kennedy Bowling Alley, issued license in 1914-1915-1916.

REFERENCE: Park City Treasurer Receipt & Disbursement Book(from 1910 to 1923)

L.J. Kennedy, issued license on 11-4-1915, cost being \$20.00 per quarter.

Louis Kennedy issued license on 2-12-1916...9-20-1916 and
4-19-1917, cost being \$20.00 per quarter.

IMPRESSION: I do believe that the token depicting THE BOWLING PARK, was issued and used by Louis Kennedy in his place of business.

For further information, check the file folder, where the token does appear depicting the name of the PARK BOWLING & BILLIARD.

REFERENCE: Utah State Gazetters(listing of the Park City Merchants)
Have zerox copies on file.

KENNEDY, Louis....Bowling Alley for years of 1916-1917.